

## Iron County Register.

S. D. AKE, : : : : EDITOR.

VOLUME XVI, NUMBER 8.

IRONTON, MO.,  
THURSDAY, SEPT. 7, 1882.

### STATE DEMOCRATIC TICKET.

For Supreme Judge:  
**THOMAS A. SHERWOOD.**  
For State Superintendent Public Instruction:  
**W. E. COLEMAN,** of Saline county.  
For Railroad Commissioner:  
**JAMES HARDING.**

For Congress, 10th District:  
**MARTIN L. CLARDY,**  
Of St. Francois County.  
For State Senator, 24th District:  
**CHARLES D. YANCEY,**  
Of Wayne County.

### IRON COUNTY DEMOCRATIC TICKET.

For Representative:  
**THOMAS G. FOLEY.**  
For Justice of the County Court, at Large:  
**A. W. HOLLOMAN.**  
For County Judge, Southern District:  
**JOSEPH G. CLARKSON.**  
For County Judge, Western District:  
**DAVID H. PALMER.**  
For Sheriff and Collector:  
**WILLIAM A. FLETCHER.**  
For Clerk of the County Court:  
**G. B. NALL.**  
For Clerk of the Circuit Court:  
**JOSEPH HUFF.**  
For Judge of Probate:  
**FRANZ DINGER.**  
For Assessor:  
**SIMEON E. BUFORD.**  
For Prosecuting Attorney:  
**WILLIAM R. EDGAR.**  
For Treasurer:  
**ISAAC G. WHITWORTH.**  
For Coroner:  
**WILLIAM G. THOMAS.**

When the last ballot was taken at the Piedmont Convention, Stokes, editor of the *Dexter Enterprise-Messenger*, telegraphed his paper the result. The forms of the *E-M.* were ready for the press, with just enough space unoccupied to admit the announcement of the result of the convention, when the telegram arrived. The "smart Aleck" temporarily in charge of the paper saw fit to show his assinine qualities. He reared up on his hind feet, pawed the air with his forward extremities, wagged his ponderous ears, and gave a roar that dislodged every bull-frog from all the logs in the whole swamp territory. He charged that Davis had bought the nomination with \$5,000; that, that amount had been expended among Livingston's men; that that candidate had buried himself politically forever; and that, finally, outside of that old would-be party-wrecker, Solomon Kitchen, Esq., the simon-pure Democrats of the swamp district would have no one this fall for whom to cast their suffrages. Charley was of course horrified when he saw his paper (having in the meantime gone on a business trip to St. Louis), and he hid him straightway home. The next issue of the *E-M.* contained the following, which it gives us great pleasure to publish:

The undersigned desires to state that he is in no way responsible for the articles that appeared in the last issue of the *Enterprise-Messenger*, regarding the result of the Piedmont convention and Mr. Davis' nomination. I was absent at the time and the articles appeared without my knowledge or consent, and I, in no particular, endorse what was said, but very much regret that the gentleman that wrote the articles allowed himself to be controlled by his feelings and that he placed so much truth in flying reports. I was at the convention, and as far as I know, Mr. Davis secured the nomination fair and honestly, and I shall believe he did until it is proven otherwise; and, as a Democrat and an editor of a Democratic paper, he shall receive my support. Respectfully,  
C. E. STOKES.

#### Railroads in Missouri.

The report of the Railroad Commissioners of the State of Missouri for the year 1881, has reached our table. It is an octavo pamphlet of 158 pages, and is a model of conciseness, containing a clear statement of the railroad business of our great State. It is not our intention to republish the report, but merely to set out some features of it.

At the close of 1881 there were in operation 4,234 miles of railroad, of which 227 miles had been made during the year. Seventeen new companies were organized. There is now an average of one mile of railroad to every fifteen square miles of territory and to every 510 inhabitants. Only twenty-one counties in the State do not have a railroad. Total stock and bond liabilities, \$254,948,200, or an average of \$63,000 per mile; the total earnings, \$26,839,327.74, or \$6,339 per mile.

To show how complete the report is, it may be stated that steel rails have been laid on 2,416 miles of road, 328 miles having been laid during last year; also, 228 miles of ballasting, and 1,971,981 new ties were laid.

The report shows a full comparison of our railroads with those of other nations, and taken altogether is a very satisfactory document.

The growth of our railroad system is full of interest and importance. Between the power of Congress to regulate commerce between the States and the power of the States to regulate commerce within their own limits,

there is no small danger of a conflict of laws. There can be no doubt that all the rights belonging to both classes of powers can be maintained, and yet these rights must be carefully defined and guarded. One great danger against which we must guard is that the railroad interest, wearied and annoyed by legislation on both sides, may prefer that all the legislation shall be on one side, and in that case it will be sure to choose the stronger one, and will throw its whole weight in favor of centralization. This is going on fast enough already. There never has been a time when there was greater need than now in our State and national councils for men of ripe judgment and broad, clear views, and to-day they seem to be hard to find.

#### A MEMORABLE BATTLE.

The Story of the Engagement at Pilot Knob Retold.

Many who participated in the battle of Pilot Knob, fought on September 26-27, 1864, will this year take passage for the old battlefield, and, in wine and song, celebrate the eighteenth anniversary of an event which will ever be part and parcel of Missouri's history. Many stories have been told of the fight at Pilot Knob, and more than one claimed that it was a grand victory for the Confederates, for at the end of the second day the Federals withdrew from their position. Some have seen fit to call the retreat a route, but it was the very wisest move the Federals could make, as they had finished the task set out for them, obeyed all orders and did all they had to do nobly and well. That their movements satisfied those in authority was proven a few days later when Gen. Rosecrans, with headquarters at St. Louis, issued the following order:

HEADQUARTERS, DEPARTMENT OF THE MISSOURI, ST. LOUIS, Mo., October 6, 1864. General Order, No. 189.—With pride and pleasure the commanding General bestows the gallant conduct of Brigadier-General Thomas Ewing, Jr., and his command, in the defense of Pilot Knob and in the subsequent retreat to Rolla. With scarcely 1,000 effective men they repulsed the attacks of Price's invading army, and successfully retreated with their battery a distance of 100 miles in the face of a pursuing and assailing cavalry force of five times their number. Such conduct deserves imitation, particularly when contrasted with the cowardly conduct of the troops at Osage Bridge. The General commanding presents his hearty thanks and congratulations to the commanding officers of troops and the staff officers. Under such commanders Federal troops should always march to victory.  
By command of Maj.-Gen. Rosecrans,  
FRANK FOX, A. G.

#### THE STORY OF THE BATTLE.

Last night a veteran who took part in the fight and whose memory covers every material point, told the story of the battle in corroboration of the statement made by Rosecrans, and the bravery of those who took part in the engagement. The Confederates had three divisions, or 12,000 men in arms, and these were commanded by Gen. Price and Major-Generals Cabell, Fagan and Marmaduke. The Federals had one company of infantry of the Missouri State militia, numbering 60 men; one company of 2d Missouri volunteer artillery; two companies of the 14th Iowa volunteers; two companies of the 3d regiment M. S. M.; one company of the 3d cavalry M. S. M., all numbering about forty to the company; five companies of the 47th Regiment, Missouri Volunteer Infantry, sixty men to the company; one company of the 50th Missouri Volunteers, and some few citizens. All told, the Federals numbered less than 1,000 to their opponents 12,000. The Federals camped in the valley at the foot of Pilot Knob and near the fort erected there. Gen. Ewing was in command. Col. Thos. Fletcher commanded the 47th Regiment; Maj. Jas. Wilson, the 3d Cavalry; First-Lieutenant David Murphy, the 50th Missouri; Capt. W. C. Campbell, the 14th Iowa; Capt. W. C. Montgomery, one company of the 2d Missouri Artillery; Capt. A. M. Wright, the 2d Cavalry M. S. M., and Lieut. John Fessler, the 1st Infantry M. S. M., acting as heavy artillery. The cavalry, commanded by Capt. Wilson, took their position at the foot of the Knob. Capt. Campbell's command was located across Shepherd Mountain, with instructions to retire before any force that the outset appeared too heavy for them. The 47th Regiment and one company of the 50th Missouri were stationed in the ditch connecting to fort with the town of Pilot Knob, while the 1st Regiment of the Missouri State militia manned the 32 and 34-pound garrison guns. The 2d Missouri artillery also took up their station within the fort, mounting their four guns on a temporary platform. Two additional pieces of artillery were placed in charge of Lieutenant Smiley. These were on the extreme flank of the infantry in the ditch at the edge of

#### THE TOWN OF PILOT KNOB.

For the Confederates, Shelby was sent around by way of Farmington with instructions to hold the road at Poland and from that point in to St. Louis. Cabell and Fagan were placed in charge of the assaulting column. Marmaduke held Shepherd Mountain with his artillery and supporting forces. Price stationed himself at Arcadia, two miles from the battle ground. There had been skirmishing from the morning of September 26 until night, in the vicinity of Shut-In Gap, below Arcadia. At night Ewing resolved to make a stand and thus compel Price to develop his entire force. The fort was placed in condition to receive four light pieces. These were erected on platforms. On the morning of the 27th the troops were in position and the battle was commenced by Marmaduke's division taking possession of Shepherd Mountain and driving before it the two companies of the 14th Iowa who returned by the mountain slope and entered the fort by means of the ditch connecting it with the foot of the mountain. Late in the morning Marmaduke succeeded in planting four guns on the eastern slope of the mountain, directly opposite the fort. Lieut. Murphy saw this move, but refused to open fire, desiring to give the Confederate General all the time he needed in which to plant his guns. Gen. Ewing, on the other hand, kept insisting that they should open on Marmaduke with the garrison guns, but not a shot was fired until the Confederate force sent a ball into the Federal camp. This was the opening signal. Lieut. Murphy jumped upon the platform and training the 32-pounder gave orders to fire, which were promptly obeyed. The shot struck on the slope and disabled one of Marmaduke's guns. This satisfied the Confederates for the first time that there was to be a fight, and, rejoiced

at the prospect, they sent up a cheer. From that moment every gun in the fort was called into play. There was a duel of artillery that lasted half an hour, at the expiration of which time Marmaduke was obliged to withdraw his battery out of range of the fire from the fort. As the Confederates retired the assaulting column advanced. They covered the whole front of the valley between the fort and the town of Ironton, and, lapping over the slopes of Pilot Knob, formed

A SOLID LINE, CRESCENT SHAPED, the right half extending almost north and south, and the left half east and west. As soon as this great column made its appearance each piece of artillery in the fort was made to speak, and the Confederates were, in consequence, compelled to form their assaulting lines under fire. In this emergency the order to charge upon the fort was given without delay. While the column advanced all guns in the fort were brought to bear, and as the attacking party neared the fort the infantry and cavalry, that had retired from their positions early in the day, opened fire. The scene was of an interesting character. The little fort seemed to be belching forth sheets of flame. The artillery men stood to their guns and fought like demons. Now and then a gunner flinched, but officers stood by and rallied the men. Occasionally an artilleryman would express a desire to "get ammunition," but was dissuaded by the officer saying, "Stay up there; we'll keep you supplied." Every man able to fight was compelled to stand up and face the enemy. The assaulting column, after a brief fight, saw there was little chance of getting into the fort, as the ditch in front of it was so wide and deep as to form an impassable barrier, in view of the furious and unceasing fire. The first assault ended in the attacking party retiring a short distance, where they rallied and aided by fresh troops advanced again. The second attempt proved no more successful than the first, and the Confederates then drew off in the direction of the town of Pilot Knob, with the object of finding some weaker spot. This gave the infantry stationed in the ditch north of the fort a chance to get in some good work, which they improved, and the second assault, like the first, was a complete failure, the Confederates being repulsed. They effected but one lodgment, and that after retreating two miles to a point on the other side of Arcadia.

The Confederates left more than FIFTEEN HUNDRED DEAD AND WOUNDED on the battle-field. The Federal loss amounted to but ninety killed and wounded. The battle ended at 4 P. M., September 27, and less than an hour later the Federals began the work of removing their wounded to the town of Pilot Knob, although that place had been in the possession of the Confederates all day. The dead were buried in the fort, and preparations were made at once to abandon it, as by that time Gen. Ewing had become convinced that its position was untenable. At midnight all the forces were withdrawn. Only the heavy guns and caissons were left behind, and this because there were no horses to draw them. Ewing's troops marched out of the fort, and as they passed between Shepherd and Rock Mountain they observed rebel camp fires and the sentries of a brigade that had taken up their position during the night. It was intended by Price that the intervening space between the camp fires and Rock Mountain should be filled by Shelby's division and orders had been sent him to that effect. As Shelby moved down to comply with the orders his advance and Ewing's collided. Ewing, of course, was on the look-out, but Shelby was surprised, and as Ewing's forces advanced the enemy retreated. This was at a fork in the road, near the town of Caledonia. Ewing, seeing that he could not reach the Iron Mountain track, under the circumstances, took the road leading west, in the direction of the town of Webster, intending, if Price continued his march to St. Louis, in accordance with his previous announcement, to be in position to make a demonstration on Price's flank when opportunity offered. He soon discovered, however, that such a move would not be permitted, and that Price had ordered Gen. Clarke, commanding the Confederate cavalry, to pursue and bring him to battle. Ewing declined to give battle, however, and marched on to Leesburg, on the St. Louis and San Francisco railroad, erected breastworks there and prepared to give Price battle again. This for some reason Price declined, but instead, marched on towards Jefferson City, with the Federal force from St. Louis in pursuit.

EWING REMAINED AT LEESBURG three days, and then, under the escort of the 17th Illinois Cavalry, Col. Beveridge commanding, that had been sent from Rolla to his relief, he marched to the latter city and put his troops in garrison there under command of Col. Fletcher. He then returned to St. Louis with his staff by riding across country and taking the train from DeSoto to this point. Soon after Ewing's arrival here the order of Gen. Rosecrans above noted was issued.—*St. Louis Globe-Democrat.*

For the best Sewing-Machines, go to the Agency of the Genuine Singer, one door south of the REGISTER office, Ironton.  
JAMES WELCH, Agent.  
24-3m

#### Republican Mass Meeting.

The Republicans of Iron county are hereby requested to meet in Mass Meeting at the Courthouse in Ironton,

Saturday, September 9th, 1882, at 2 o'clock P. M. for the following purposes, to wit: Nominating Candidates for County Offices; to choose delegates to conventions; to reorganize County Committees; and to transact such other business as may come before the Meeting.

W. W. HAYWOOD, Chairman.  
By order of the County Committee.

Guild Pianos are giving first-class satisfaction in the St. Charles Catholic Academy, St. Charles, Mo.; Mrs. Cuthbert's Female Seminary, 2324 Olive St., St. Louis; also at Huntsville University, Huntsville, Mo., and in many other schools where none but the best will suit. Sold by C. W. HANDLEY & CO., Cor. 10th & Olive Sts., St. Louis.

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